

POLITICAL

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## Ye TOWNE SIGHTS

GOING UP Fifth Avenue

I MARVELED

THAT SO many women

LOOK SO well in

HATS THAT flare away

FROM THE face and then

THE TRAFFIC parted

AND I saw

A YELLOW taxicab

YELLOW, OH, as yellow

AS THE heart of a —

WELL! ON its cushions sat

HEARST!

AND I remembered

THE WORDS of

GOVERNOR SMITH:

"LOYAL TO no one,

"NOT EVEN his own."

WHAT AN epitaph

TO CARVE into

THE BLACK

TABLETS OF SHAME!

AND THE cab went on

DOWN THE bright way

OF A fair city

FAIR IN MEN'S eyes

FAIR IN it's heart

AND FULL of FAIR Play:

WELL! THIS Fine Town

CAN GO but one

OF TWO ways

ON NOVEMBER 4:

IT CAN follow Hearst

OR IT can follow

THAT GOVERNOR who is

EVERY INCH a man!

ALFRED E. SMITH,

WHAT OF the Challenge?

O. I. C.

DO YOU?

THE DEMOCRATIC COUNTY COMMITTEE.

Smith Reaches  
Goal, Third in  
Big Air RaceWestern Aviator Receives  
Ovation in San Francisco:  
Lands at the Presidio  
After Many Difficulties

Donaldson Sets Records

Noted Ace Tells of Thrills  
of Long Flight; Saw  
Remarkable Aerial Feat

Captain Lowell H. Smith, leader of the Western entries in the transcontinental air race, landed at the Presidio flying grounds, San Francisco, at 9:44 a. m. yesterday. According to the official figures of the American Flying Club he is the third contestant in the great race to complete the 5,400-mile course.

Captain Smith finished the flight under extreme difficulties. His own De Havilland biplane was accidentally destroyed when mechanics set it on fire at Buffalo. He was enabled to complete the flight after Major Carl Spatz, one of his rivals, withdrew from the race and turned his machine over to Captain Smith at Buffalo.

At Rawlins, Wyo., Monday Captain Smith was almost eliminated from the race by engine trouble. Fortunately the machine wrecked by Captain Steinhilber in landing there contained a serviceable motor, and Captain Smith was able to make the necessary transfer. At San Francisco yesterday he was given a public reception by Mayor James Rolph, Lieutenant General Hunter Liggett and other dignitaries in the City Hall.

Donaldson Breaks Records  
Examination by officials of the American Flying Club into the records of Captain J. O. Donaldson, the famous ace, who finished second, reveals the fact that he established two world's records during the 5,400-mile flight. Both records were for the single seater, scout type of airplane that Captain Donaldson flew. They were:

For covering 5,400 miles at an average speed of 108 miles an hour in 49 hours, 56 minutes and 11 seconds. This is the best flying time yet recorded in the race.

By flying 823 miles in one day. This was accomplished Saturday when he flew from Rock Island, Ill., to Birmingham, N. Y.

In addition to establishing these records, Captain Donaldson has the remarkable distinction of being the only contestant to finish the 5,400-mile flight with the same engine still in perfect working condition throughout the long flight. His engine functioned perfectly at all times, and he did not have to change a spark plug.

Captain Donaldson, who is officially credited with bringing down eight German airplanes before he was captured in the war, told of his flight yesterday.

"Those who have never flown little realize," he said, "what it means to travel in a scout airplane through a storm. There were many rainstorms between Buffalo and Cleveland. With the high compression engine, such as used by the propeller revolves so swiftly that the tips travel at a speed of 365 miles an hour."

"You can imagine then with what force the propeller blade strikes the raindrops. The rain, before I had gone a great way out of Buffalo, had worn off the tips of the propeller for two inches, and had chewed it along the side to a depth of one inch. This made flying extremely difficult. Yet, bad as the rain was, I feared the fog most and was compelled to fly within 250 feet of the ground to note landmarks."

"At Des Moines I unintentionally demonstrated how it was possible to land in a backyard. Running out of gas, I was forced to make a landing in the heart of the city in what appeared to be an amateur ball park, cut across by a small stream. There were trees and houses on three sides and on the fourth a twenty-foot fence. I cleared this fence, rolled gently over the diamond, through the stream and stopped within ten feet of a telegraph pole. When I got off the motor was warmed up, and then the SE-5 literally leaped from the ground. I cleared the tops of the trees by no more than two feet."

"It was at Green River that I saw one of the most remarkable things in flying. The field lies on a plateau, at an elevation of 6,000 feet. While I was there Lieut. Webster took off in a De Havilland. The air at this altitude is so thin that it takes a long time for a heavy airplane to get sufficient power to fly. Lieut. Webster's machine did not get the required speed, and rolled off the table land into the canyon of the Green River, at the bed of which 187 feet below lies the stream."

"We all ran to the edge of the cliff, expecting to see the DH-4 lying at the bottom a wreck, but much to our astonishment, it appeared that a strong wind was blowing through the canyon. The uprush of air caught the wings of the DH-4 and enabled Webster to gain control of his ship, so that almost immediately he began to climb and, after about 15 minutes, was seen on his way."

"The control stop commander told me the field was so curious that several fliers merely touched their wheels, and seeing they were about to roll off the cliff as Webster did, gave their ships 'the gun' and went on their way."

me the field was so curious that several fliers merely touched their wheels, and seeing they were about to roll off the cliff as Webster did, gave their ships "the gun" and went on their way.

"The SE-5, although a light machine, has the advantage of being high powered. Flying low, I sought the protection of every hill, coming down again on the other side, to avoid as much wind as possible. In crossing the Rockies, instead of flying above the peaks, I frequently skimmed through the passes, at an elevation of only 25 feet above the rocks."

"Battle Mountain is a rip-roaring Western town. The people came in from miles around to see the air-races. The only difference that I could see between Battle Mountain of to-day and the old frontier towns we read about was that most of the people came in in divers instead of on horses."

"However, every diver has a side pocket by the steering wheel and in every ride pocket there was a loaded rifle. Many of the ranchers were curious as to the commercial use of airplanes. While I was there a company of Indians came down from the reservation. They were greatly impressed, but the squaws were more courageous than the braves. They came closer, and one old woman at last had the temerity to reach out and touch the tip of a wing. She gave a scream and jumped back as though she had been hurt."

Captain Donaldson on his return flight almost collided with the same mountain which was responsible for the death of Lieutenant E. V. Wales, and which also came near wrecking Lieutenant Maynard. The Battle Mountain Lookout Mountain and is one of the highest peaks in the Elk Range of Utah, rising to an altitude of 11,000 feet.

Air Fleet to Cross  
City This Morning

One of the greatest civilian aerial armadas ever seen will fly over the city in squadron formation at 11:30 o'clock this morning on its way to Washington. It will consist of eight Curtiss airplanes of four designs.

The squadron will be led by the eight-passenger limousine biplane Eagle, piloted by Dick Depeew and "Casey" Jones. The rear of the formation will come four of the three-passenger Orioles, piloted by J. J. Ray, Fred McMullen, Leo Chase and H. C. Black. Each of these types are of post-war commercial design.

They will be followed by two JN-4s, piloted by Dick Depeew and "Casey" Jones. The rear of the formation will be brought up by Roland Rohlf, holder of the world's altitude record, in the triplane Wasp, with which he soared to an altitude of 34,810 feet.

The squadron will circle over the city, then proceed to Philadelphia. Thursday the squadron will fly to Baltimore and Friday to Washington.

In Washington Senators and Congressmen will be given flights in the Eagle. The squadron will stay at the capital one week. The possibility of the Eagle will be down to San Francisco, but it has not yet been decided.

England-Australia  
Flight Is StartedNew York Tribune  
European Bureau

LONDON, Oct. 21.—Interest in aerial achievements which has been dormant in this country since the return of the R-34 from America, revived to-day when Captain G. G. Matthews, flying a two-seater Sopwith plane, hopped off on the first leg of his flight from England to Australia, in an attempt to win the Australian government's prize of \$50,000.

Sergeant Kay, of the Australian Flying Corps, is accompanying Matthews on his 13,000-mile flight as observer. The machine they are using is of the familiar type of the one in which Hawker attempted his non-stop transatlantic flight last summer. Many spare parts are being carried, including an extra propeller.

Three other machines are due to start in the same competition within a fortnight. Matthews told a representative of The Tribune, just before the start that he was going to "push on as far as possible each day in an endeavor to reach home first." The end of the race is home for him, as he came to France among the first of the Australian expeditionary force.

Every help is being given to the aviators by the aero clubs and the Air Ministry, but the journey will be a severe test of planes and men, for the latter stages must be made without any outside aid. The route crosses France, Italy, Malta, Egypt, Persia, India, Java, and then over five hundred miles of sea to Australia.

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At \$44

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The clever lines of the various models reflect the genius of the most noted couturiers

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Fourth Floor.

These Hand-Embroidered  
Velveteen Frocks

for women should command immediate attention

At \$39.50

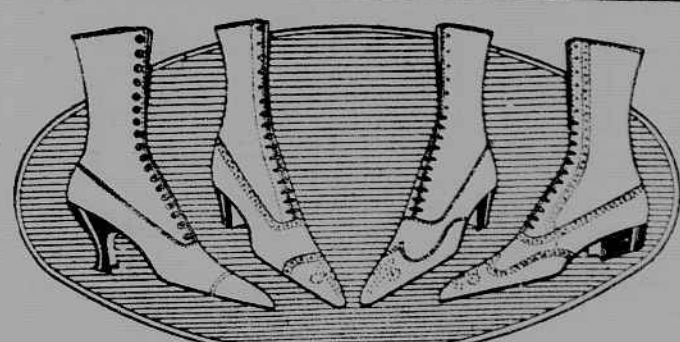
There's nothing so smart as a Velveteen Frock for Fall, nor so charming as these anywhere at moderate cost.

Note the graceful lines of the model pictured, and its rich combination gold thread embroidery.

Developed in a quality of Velveteen that will give excellent service, in

A deep black and a rich brown. Sizes 34 to 42.

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Calfskin Shoes  
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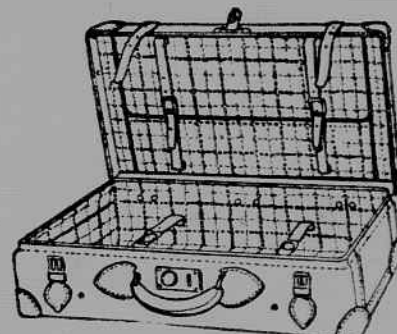
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on footwear of our usual very high standard.

There are at least fifteen styles, all beautifully proportioned, giving added grace to the most perfect feet. You can't find footwear of the same character anywhere at this price—and judging by present market conditions such an offer will soon be a fond memory of the past. Produced in brown Russia calfskin, tan Russia calfskin with buckskin tops, black and tan calfskin with Worumbo cloth tops: Cuban, military and Louis XV heels.

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Separate shirt pocket in lid, corners reinforced with leather, and fitted with patented dustproof lock. Sizes 24 by 13½ and 26 by 13½. Seven inches deep. Sale strictly limited to two days.

Basement.

Drys Sweep Ontario  
By 200,000 Majority;  
Farmers in PowerOther Provinces Expected  
to Follow Suit and Oust  
Liquor From Dominion;  
Five Ministers DefeatedSpecial Correspondence  
OTTAWA, Oct. 21.—Ontario, considered in politics as the "key" province of Canada, has voted, it was revealed to-day, to continue the bone-dry regulations of war times. Acting under the law which gives each province the right to determine its own destiny in regard to prohibition, Ontario dry advocates literally swept their opponents off their feet in yesterday's election and won decisively except in a few isolated places. According to early reports the voting in some instances was as high as 3 to 1 in favor of prohibition. Along the Niagara frontier, where it

was predicted a heavy vote for the restoration of licenses would be cast, safe majorities against it are recorded. The north also voted dry. The town of Kitchener was one of the outstanding wet constituencies. It is impossible yet to state the total majority, but early reports indicate that it will run close to a 200,000 aggregate on the four questions submitted.

Predict Dry Canada  
Politicians all over the Dominion of Canada had agreed before the election that the whole country probably will follow the lead of Ontario on the prohibition question no matter which way it voted.

Out of the seven Cabinet Ministers five went down to defeat, including the Premier, Sir William Hearst. The new United Farmers' party and the Laborites made heavy gains, winning seats from the government and changing an administration majority of 70 out of a Legislature of 111 seats into a minority of 23. The standing now is:

United Farmers..... 42  
Liberals..... 28  
Conservatives..... 23  
Laborites..... 11  
Independents, etc..... 2Politicians Are Surprised  
Ottawa politicians admit their surprise at the result. None would predict who will hold the balance of power now that four parties are in the Legislature, two of which are without leaders.

For the first time in Canadian history a government is defeated without any serious criticism of its record or policy.

## Argentine Congress Called

To Speed Allied Loan  
BUENOS AIRES, Oct. 21.—President Irigoyen called an extraordinary session of Congress yesterday, to meet on October 27. The most important matters to be considered are the loan to France, Great Britain and Italy to facilitate the purchase of Argentine cereals, the general budget and public health and social laws.

The President's action follows recent appeals from grain interests asking him to expedite the loan.

## Paris Printers Talk Strike

PARIS, Oct. 21.—It is reported that printers employed by Parisian newspapers intend to join in a strike which was begun some time ago by the clerks of bookshells and newspaper carriers.

## TOYS

The Toy Shopper will find at the "Home of Toys" the most complete assortment of Toys, Games, Books, Sporting Goods and Novelties that we have been able to assemble.

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Third Floor.